

SECOND EDITION.

PETER'S CHOCOLATES

The Proof of

PETER'S

Pyeris Brand

Pyeris

Sparkling

Mineral Water.

A. S. WATSON & Co., Ltd.

HONGKONG.

POPULAR.

ASIAN BEER



AVAILABLE EVERYWHERE

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 8, 1913. 522

COOLIE'S DISGRACEFUL BEHAVIOUR.

SHARP PUNISHMENT.

In a case in which a coolie was charged before Mr. Hazelton this morning with disgraceful behaviour, Inspector Dymond said he was at the junction of Western Street and Des Voeux Road West yesterday afternoon and saw the defendant and two others in charge of a military transport truck laden with old wood. The truck was stopped near the tram line, and a ricksha went by with two Chinese ladies in it. The defendant deliberately struck the woman sitting in the ricksha nearest to him with his hand. The Inspector went and spoke to him about it, and the defendant laughed and made use of filthy language towards him. The other two men said nothing and took no part in it.

Defendant said the truck was too heavy and he stopped. The ricksha came close to him, and being afraid that it would run over him he pushed the ricksha away. He did not touch the woman, and denied abusing the Inspector. He was abusing the folks.

Inspector Dymond said he had had a number of complaints of this sort of behaviour.

Mr. Hazelton said this conduct would certainly have to be stopped, and he fined the defendant \$50 or two months' imprisonment.

OBSTRUCTION BY RICKSHA COOLIES.

At the Magistracy before Mr. Melbourne today two ricksha coolies were charged with causing an obstruction at the Star Ferry Wharf (Praya) yesterday. Inspector Willets said that obstruction occurred at the ferry every time a train arrived at Kowloon from Canton. It was a nuisance.

Defendants were fined \$1 each, and condemned.

BEST MEDICINE MADE.

A better medicine can not be made than Chamberlain's Cough Remedy. It relieves the lungs, opens the respiration, strengthens and restores nature in general, and cures all forms of a healthy condition. Chamberlain's Cough Remedy is a valuable preparation and a great medicine. The price will be £1 per bottle.

The China Mail

ESTABLISHED 1843

M. MUMIYA

JAPANESE PHOTOGRAPHIA

All kinds of Photographs

Work done in latest style

DEVELOPING AND PRINTING FOR

MANUFACTURE & SUPPLY

51 QUEEN'S ROAD CENTRAL

第八廿月三日三十一九千一英

FRIDAY, MARCH 28, 1913.

正大公司

PRICE, \$3.00 Per Month

BUSINESS NOTICES.

PETER'S CHOCOLATES

ON SALE AT
CAFE WEISMANN.

A PRIZE COMPETITION will shortly be started.

Save Your Wrappers.

The CONDITIONS of the COMPETITION will be announced later in this space.

WRAPPERS will be required as COUPONS.

THEATRE ROYAL

FOR 12 NIGHTS ONLY.

GRAND OPENING NIGHT!

Friday, March 28th, 1913.

MAURICE E. BANDMANN

PRESENTS THE

NEW BANDMANN

OPERA COMPANY

TO-NIGHT! TO-NIGHT!

FRIDAY, MARCH 28 AND

TO-MORROW NIGHT MARCH 29.

'GIPSY LOVE'

MARCH 31 & APRIL 1:

'THE PINK LADY'

APRIL 2 and 3:

'THE GIRL IN THE TAXI'

APRIL 4:

'AUTUMN MANOEUVRES'

APRIL 5:

'THE NIGHT BIRDS'

APRIL 7:

'THE SUNSHINE GIRL'

APRIL 8:

'PRINCESS CAPRICE'

APRIL 9:

'COUNT OF LUXEMBOURG'

APRIL 10:

FAREWELL PERFORMANCE

To be Announced.

PRICES: Draw Circles and Orchestra

Stalls, \$3.00; Stalls, \$2.00;

Gallery, \$1.00.

Commencing at 8.15 Sharp.

Booking at S. MOULIER & CO.'S.

Hongkong, March 27, 1913. 416

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such building situated within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a domestic building used as a shop, office or Godown, must be CLEANED and LIMEWASHED THROUGHOUT by the Owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and State Linings, all Ceilings and the Underside of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandas.

The Backyard must have its containing Walls Limewashed up to the level of the first Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed but must be Cleaned.

The Western Division of the City lie to the West of Tank Lane and Cleverly Street.

Dated this 25th day of March, 1913.

W. BOWEN-BROWN, 309, Secretary.

NOTICE.

THE Firm of KUHN & KOMOR, Hongkong (A. KUHN, Proprietor), has been Sold to Messrs KOMOR & KOMOR (S. KOMOR Proprietor), as a going concern, and all Accounts due to the said A. KUHN have been assigned to the said S. KOMOR.

All Accounts owing by the said A. KUHN must be presented for payment on or before the 10th day of April, 1913. After that date Claims will not be recognised.

The said S. KOMOR will continue THE SALE OF THE STOCK IN QUEEN'S ROAD for a short time; and will continue the Business in Des Voeux Road Central, Alexandra Buildings, under both names KUHN & KOMOR and KOMOR & KOMOR.

ARTHUR KUHN, Siegfried KOMOR.

Hongkong, March 10, 1913. 231

LOVELY CREATIONS

IN LACE, NET AND TULLE.

DRESSES & MILLINERY

(the NEWEST FEATURE for SMART SUMMER WEAR).

M. Gains,

PRINCE'S BUILDINGS,

Ice House Street.

Hongkong, March 17, 1913. 410

GENERAL IMPORT &

EXPORT.

CANTON

LARGE WHOLESALE & RETAIL

STOBS: Drapery, Groceries

Foot and Shoe.

Makars of Jewellery, Lacquers,

Oriental Ware,

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

For special and general advertising rates please apply

K. A. MASSEY,

33, King Edward Hotel.

Hongkong, March 27, 1913. 415

NOTICE.

THE under-mentioned Firm of TAILORS, DRAPERS and OUTFITTERS will commence business from 15th September at their new establishment next to the P. & O. Co's premises.

A great variety of GENTLEMEN'S WEAR and choice selection of FINE FANCY GOODS from London and Paris equal to that of any of the principal houses in tide. Catalogue are displayed in their Show Room.

Visitors cordially welcomed.

A trial order for clothing is respectfully solicited.

A personal visit to our Show Room is sure to result in mutual advantage.

WING YAT CHONG,

No. 10, Des Voeux Road Central.

Hongkong, September 15, 1913.

TELEGRAPHIC ADDRESS: GRAND HOTEL.

Hongkong.

Telephone No. 315.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

NOTED for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. E. OWEN, Proprietor.

TELEGRAPHIC ADDRESS: GRAND HOTEL.

Hongkong.

Telephone No. 315.

BUSINESS NOTICES.

P. & O. Steam Navigation Co.

HOMeward PASSENGER SEASON 1913.

S.S. 'INDIA.'

CAPTAIN G. W. GORDON, R.N.R.

THE THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON.

LEAVING HONGKONG ON MARCH 28, 1913, CALLING

AT STRAITS, COLOMBO, ADEN, EGYPT, MALTA, MARSEILLES AND

GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES APRIL 26TH.

LONDON MAX. 3RD.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON—

1ST SALOON 271.10 SINGLE: £106.14 RETURN.

2ND 548.8 £72.12

Fitted with the Marconi System of Wireless Telegraphy.

For Further Particulars, apply to

F. A. HEWETT, Superintendent.

Hongkong, September 2, 1912. 1096

SPRING BLOOD TONIC

When you feel listless, lazy, not really sick, but far from well.

Spring listlessness is only an effort of nature to adjust the body to the changed condition of the temperature and season

IODISED SARSAPARILLA

helps the system and aids nature. \$1.50 per bottle.

FROM THE

VICTORIA DISPENSARY,

WEISMANN'S BEST GROUND COFFEE

Always Fresh.

75 cents per lb. tin. 40 cents per ½ lb. tin.

Hongkong, July 20, 1910. 28

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN

INTIMATIONS

G. FALCONER & CO., LTD.,
HAVE RECEIVED A LARGE SELECTION OF
FINE ENGLISH JEWELLERY
CONSISTING OF
DIAMOND RINGS, BROOCHES, PENDANTS,
BRACELETS, GOLD EXPANSO
WATCH-BRACELETS, etc., etc.
ENGLISH SILVERWARE.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE

WING KEE & CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, OCEAN
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, General Manager,

Hongkong, August 12, 1908.

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-SIMA, OCHI, MUTARE, YOSHINO-TANI, KISHIDAKE, HOJO, KANADA, NAMAKURA, SAYO, SHINBOW and KAMIYAMA DA COALITION.

AGENTS FOR SATO-YA & OYUBARI COALS.

HEAD OFFICE—TOKYO.

BANCH OFFICES—
Nagasaki, Moji, Matsuyama, Wakamatsu, Otaru, Muroran, Kobe, Osaka, Tokyo, Yokohama, Nagoya, Shanghai, Hongkong, Hankow.

TELEGRAMS (for above): IWASAKI
CODE—AI, ABC 8th ED., Western Union.

AGENCIES:

CHINKiang: Messrs Gearing & Co.

MANILA: Messrs Macdonray & Co.

SINGAPORE: Messrs Borneo Co Ltd.

For particulars, apply to

K. KATO,
Manager,

N. S. PEDDER STREET,
HONGKONG.

516

Fashionable Xmas and New Year Cards.
LATEST SELECT VIEWS OF HONGKONG AND CANTON.

761

WE solicit your kind patronage of our leading blends of
WINES AND SPIRITS.

ONLY the very best kept at prices that astonish our rivals.

A Trial will convince you that THE HOUSE that supplies your needs is the

WING ON CO..

TELEPHONE 169. CONNAUGHT ROAD.

Hongkong, August 15, 1910.

THE CHINA BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 A.M. on THURSDAY, the 3rd of April, 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and Consulting Committee and elect a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th March, to the 3rd April, both days inclusive.

THE CHINA-BORNEO COY., LTD.,

W. G. DARBY,
General Manager,

Hongkong, March 17, 1913. 563

ARE YOU LOOKING FOR A CHANGE?

Try the following:—

SMOKED CORNED BEEF

PORK

OX TONGUES

BROWN AND PRESSED BEEF.

All prepared on our own premises by experienced European Butchers and can be thoroughly recommended.

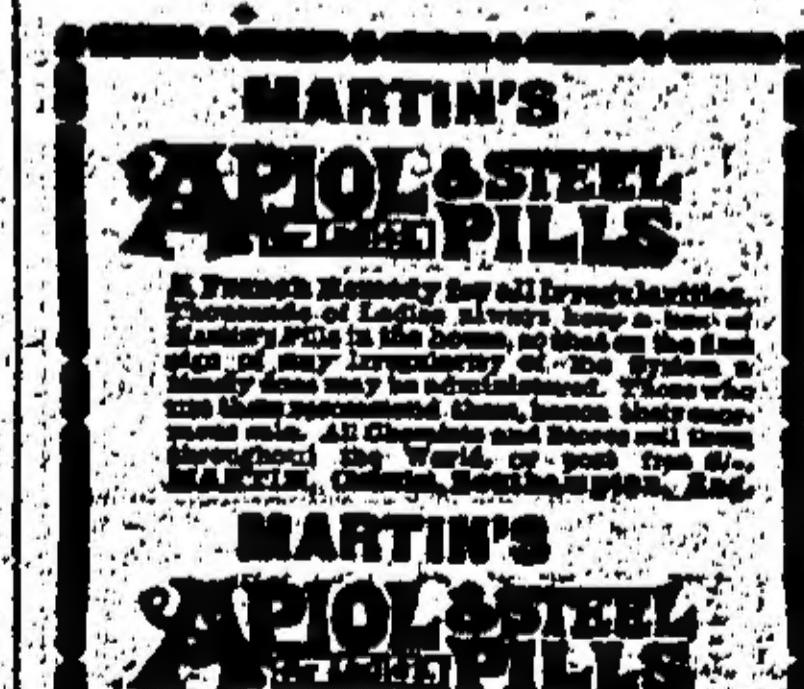
THE DAIRY FARM CO., LTD.

NOTICE

MESSRS GANDE, PRICE & CO., LTD., will REMOVE from their premises No. 12, Queen's Road Central to No. 6, QUEEN'S ROAD CENTRAL (lately occupied by the French Store) on 1st March next.

GANDE, PRICE & CO., LTD., Wine Merchants, 12, Queen's Road Central, Hongkong.

Hongkong, February 22, 1912. 282

**LESSONS IN CHINESE.**

M. L. YEH HON-SHAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Chinese pupils in the Chinese language, and particularly in the first-rate certificates of Chinese teachers. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language may request him to write, or direct to Mr. Yeh Hon-Shan, 56, Queen's Road Central, Hongkong.

Hongkong, May 17, 1912.

Price 2s. 6d.

NETTARZO REMEDIES are sold by BOOTS' CHEMISTS.

THE CHINA MAIL, LTD.**UNDERTAKERS****ALL SORTS OF ARTISTIC JOB-PRINTING**

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE

5, Wyndham Street.

European Supervision

Moderate Price.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the long discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other causes. It gives new life and energy to the system, removes all forms of nervousness, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness, which can settle to nothing, instability of temper, dense complaints, hysteria, headache, bearing down sensations, constipation, diarrhoea, piles, dropsy, rheumatism, gout, sciatica, neuralgia, rheumatism, rheumatic affections, ill-health, and dependency by which we are confronted on every hand, that may easily be overcome by the use of which, it gives tone to the exhausted nerves, arrests all weakening, wasting discharges, restores the failing energies, and imparts new life and vigor to those who had so recently seemed played out.

THE VETARZO REMEDIES CO., GOSPEL, ONE LONDON, UNDERWOOD VICTORIA, 20, and you something else for extra profit—do not accept it, but insist on VETARZO. The genuine has the words "VETARZO REMEDIES" on Government stamp.

VETARZO REMEDIES are sold by BOOTS' CHEMISTS.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE

VETARZO BLOOD MEDICINE

There have been few things like it, nor can its marvellous properties ever be equalled in a case of poverty, impurity, or other imperfection of the blood stream; whatever comes arising to the human body is reflected in the blood, and it penetrates and penetrates to the minutest capillary vessels, and thus it purifies and purifies, to the entire system, and gives new life and energy to the nerves, muscles, skin, heart, liver, kidneys, lungs, brain, etc. It cures all diseases, and gives new life and energy to the entire system.

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(MITSU BISHI CO.)

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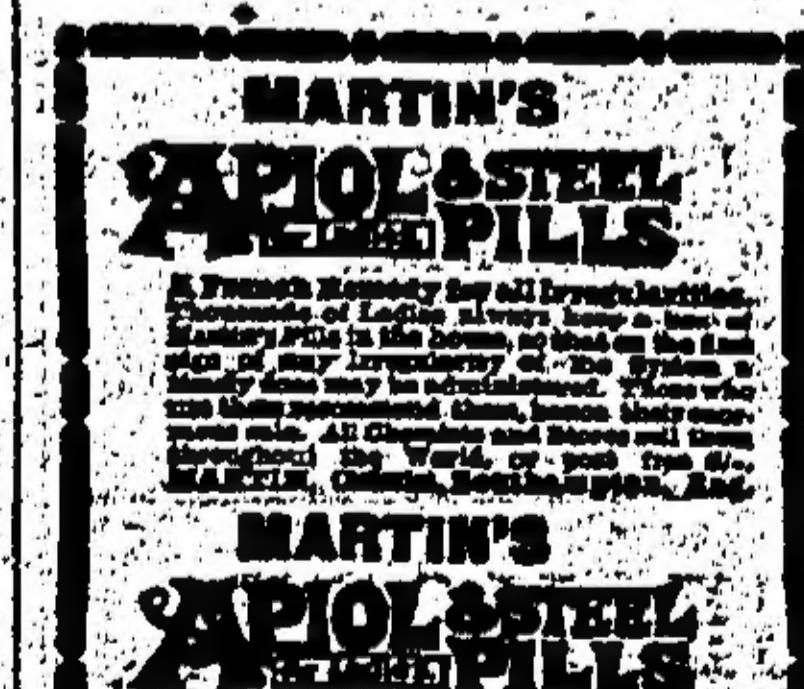
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Hongkong, May 17, 1912.



AUCTIONS

G. P. LAMMERT
AUCTIONEER.

PUBLIC AUCTION.

Hughes and HoughAUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS

"TO-KWA-WAN"
COAL STORAGE.Codes used:
A.B.C. 4th & 5th EDITIONS.
AT. TELEGRAPHIC CODE.Telegraphic Address:
"MERION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

SATURDAY,
the 29th March, 1913, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House St.,—

A QUANTITY OF GOOD RATTAN FURNITURE AND SUNDRY TEAKWOOD FURNITURE.

All Practically New and removed to Sale Rooms for Convenience of Sale.

TO BE SOLD WITHOUT RESERVE.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 27, 1913. 411

HOTELS

THE

STATION HOTEL,
NATHAN ROAD,
KOWLOON.ELECTRIC LIGHT AND FANS,
BATHROOM TO EACH ROOM

Cold and Hot Water throughout

PRIVATE AND PUBLIC BARS,
BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

For Particulars apply to

THE MANAGER.

Tel. No. K129. Telg. Address "TEMOZEL"

Hongkong, Feb. 3, 1913.

292

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 25, 1913. 404

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TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

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TERMS.—

FRIDAY, MARCH 28, 1913.

THE CHINA MAIL.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH IMPERIAL NAVY.

GREAT SPEECH BY MR. CHURCHILL.

THE ESTIMATES.

LONDON, March 27.
In the House of Commons, Mr. Churchill, First Lord of the Admiralty, introduced the Navy Estimates. In doing so, he made a comprehensive statement of the British Navy as it is at present and with reference to its requirements for the future.

After explaining the causes of the increase in naval expenditure, and referring to naval development—(which part of the speech was printed in the "China Mail" last night), Mr. Churchill said:

"THE PERIOD OF ACUTE RIVALRIES."

There is, I fear, no prospect of avoiding large and continuing increases in the Naval Estimates in future years unless the period of acute rivalries and of rapid scientific expansion through which we are passing comes to an end. Of all nations in the world, we are perhaps the best able to bear such a strain if it should continue. We have greater accumulations of capital than are found elsewhere. We are free from the need of maintaining an army on the continental scale; our fiscal and financial system enables large expansions of taxation to be made without the cost of living to masses of the people being directly affected. But although we are unlikely to be in grave difficulty for supplies of men and money, and although the maintenance of our Naval security must always be regarded as a first charge on the resources of the British Empire, yet the evil and insensate folly of what is now taking place here and all over the world is so patent to the meanest intelligence that concerted effort to arrest it should surely be the first of international objects.

"A SUGGESTION."

There is, happily, a way open—which will remain open—whereby the people of the world could obtain an almost instantaneous mitigation of the thralldom in which they are involving themselves. Everything is relative. The relative strength of one Navy is its strength compared with another. The value of a ship depends entirely on the contemporary ship it may have to meet. The usefulness of a naval invention ceases when it is enjoyed by other Powers. Yet we see the ship types of every Naval Power superseding those of the previous year with remorseless persistency, scores of millions being absolutely squandered, while every year all Naval Powers are making not only the fleets of their rivals but their own fleet obsolete without adding to their relative strength or actual security. Could any progress be more stupid? The question that should be asked of the great Powers is this: If for the space of one year no new warship were built by any navy would your naval interests or national security be prejudiced in any conceivable way? Why should we not take a naval holiday for a year so far as new construction or the new construction of capital ships is concerned? That question I asked last year. That proposal I repeat this year. It implies no abandonment of any scheme of naval organisation or naval increase, imposes no check on developments of true naval efficiency, and the finances of every country would obtain a relief. No navy would sustain the slightest injury. This is no appeal of weakness panting behind which we make, but of strength striding on in front. It is an appeal which we address to all nations, and to no nation with more profound sincerity than to our great neighbour over the North Sea. Let me say at once and without reserve how much we welcome the calm friendly tone and temper of the recent German naval discussion. Britain and Germany have a conviction that the desire of both is to preserve peace.

"BRITISH CONSTRUCTION."

Mr. Churchill then turned to British construction and said: I am glad to say that nothing has happened during the year to alter the numerical programmes submitted in 1912, giving for a six-year period Britain 25 Dreadnoughts against Germany's 14. I said that two ships would be added to this total for every extra vessel laid down by Germany additional and to this there would be any ships we might have to build in consequence of the new naval developments in the Mediterranean. But no such developments could be observed at the present time. Proceeding, he emphasised that the Federated Malay States Dreadnoughts and the three ships now under discussion by Canada would also be additional, that being a specific condition on which they were given and accepted. These, he continued, are bases of naval policy which will be followed and

BY TELEGRAPH.

BY TELEGRAPH.

pressure and which need not at any stage of its execution be foisted into a cause for quarrel with our German neighbours.

SUBSIDIARY OBJECTIONS.

We will now examine three subsidiary objections which may with some show of plausibility be urged from different parts of the House. The first is that there is an obvious dilemma about the Colonial ships. Either it is said our standard of 80 per cent. is sufficient for the time being or it is not. If it is not, give us your proof and if we are convinced then the Colonial ships are redundant and from that very fact an unjustifiable extravagance. That is in my opinion a false dilemma. The people of these islands cannot be expected to go on indefinitely bearing the whole burden of Imperial and Naval defence. We have done and are doing our duty to the Empire. We are confronted with a great preoccupation with regard to European waters, in consequence of which we are making naval preparations hitherto unequalled in time of peace. The maintenance of a very strong navy at the decisive theatre is in itself the main safeguard of peace and the security of the whole British Empire. We have also now and in the immediate future the power by making special arrangements to send powerful squadrons to any part of the Empire which may locally be threatened. It is evident, however, that were the pressure in the decisive theatre to grow continually our power to detach local reinforcements would be gradually diminished. It behoves the overseas Dominions to make exertion of their own to add to the common security whether by the provision of local navies or by what is more effective making additions to the Imperial Navy which will preserve and restore or increase the world-wide mobility of its squadrons. It could not be supposed, however, that the naval development of the Dominions could be restricted or account of any European standard. They, too, like us, must be absolutely free. It is for them to choose the method of their naval development. It is also for them to choose whether their naval forces shall be additional to British standards or whether they shall be contributions in aid of the heavy burdens of the British taxpayer. Therefore, we can answer with regard to this false dilemma of the Dominions' ships that they are additional to the requirements of the 80 per cent. standard. They are not additional to the whole-world requirements of the British Empire.

THE IMPERIAL SQUADRON.

Turning to the proposed Canadian ships, Mr. Churchill said: While they will be directly controlled by the Admiralty we propose to form them with the Malays and the New Zealand into a new squadron of five ships of high uniform speed to be called the Imperial Squadron and based at Gibraltar, whence they will be able to reach Halifax in five days, Quebec in six days, Jamaica in nine days, the South American coast in 12 days, Cape Town in 13 days, Alexandria in three days, Sydney in 28 days, New Zealand in 32 days, Hongkong in 22 days, and Vancouver in 23 days. Our intention is that the squadron shall as opportunity serves cruise freely about the Empire visiting the Dominions and be ready to operate at any threatened point home or abroad. The Dominions shall be consulted on all movements not dominated by military considerations, and special facilities will be given for Canadians, Australians, South Africans, and New Zealanders to serve as men or officers in the squadron. In this way a true idea will be given of a mobile Imperial squadron of the greatest strength and speed patrolling the Empire, showing the flag, and bringing effective aid where needed. The squadron could be strengthened from time to time and supplied with light cruisers if any of the Dominions saw fit. Side by side with these the Dominions would be encouraged by the Admiralty to develop naval bases, dockyards, cruisers, and local flotillas or other auxiliary craft which would be necessary to enable the Imperial Squadron to operate for a prolonged period in any particular threatened theatre.

WHAT BRITISH NAVAL SUPREMACY MEANS.

Mr. Churchill concluded by desiring explicitly to repudiate the suggestion that Britain could afford to allow another naval power to approach so nearly as to be able to restrict her political action by purely naval pressure. Such a situation would unquestionably lead to war. A small margin of safety would involve a strain on officers and men which would be intolerable. It would mean that Britain instead of being free and independent to intervene in European affairs and doing the best she could for all the world would be forced into a series of entanglements and would be committed to action of the gravest character in fulfilment of the bargain necessitated by our naval weakness. He asked that we believe to be the right and sound plan for those important developments to follow, and to combine as far as possible what is best for each with what is best for all. Mr. Churchill then stated that he had

ships for 1913. Every event, he added, brings its consequences with it. Canada has come forward, the wealthy protectorate of the Federated Malay States has come forward, the Dominions of Australia and New Zealand are already acting, and South Africa is on the move. A sustained impetus has been given to the opinions of millions of men and the great communities spread across the face of the earth have been actuated by a common impulse.

THIS YEAR.

The results so far as one can see them are that nine capital ships will be constructed on behalf of the Empire in the year 1913. That year is settled. There can be no going to buck. But take 1914. I have no reason to believe it is the desire of the German Government to postpone or cancel their programme for that year; but, if so, they have only to make it known. No one builds Dreadnoughts for fun, and I can see no reason for not arriving at a complete agreement for 1914 not only on behalf of the British Government but on behalf of the British Empire. The programmes of France, Russia, Austria and Italy must also be considered, but I see no inseparable difficulty in that. The influence of Great Britain and Germany acting together for peace would be priceless and measureless. I am convinced that the present dreary epoch must end sooner or later be terminated, and one of the most stupid and unnatural chapters in the whole history of European civilisation will be brought to a close.

THE QUESTION OF SUPERIORITY.

Discussing the objection that, as British superiority in pre-Dreadnoughts passes away Great Britain will lose exchanged a general superiority of two to one for a Dreadnought ratio of 16 to 10, Mr. Churchill said: Taking into full consideration the obsolescence of pre-Dreadnoughts must be considered. Thus in 1920 the position will be 41 British super-Dreadnoughts and 24 German, or Great Britain 45 with the Malayan and Canadian vessels. Even then the superiority in pre-Dreadnoughts will not have ceased.

TECHNICAL MATTERS.

Turning to technical matters, Mr. Churchill announced that instead of building in 1912 one battle-cruiser and three battleships it had been decided that all four ships and the Malays should be of a new type; that if this be repeated with the Canadian vessels there would be a homogeneous squadron of eight vessels without their equal in the world.

This was not the time to talk about the five battleships projected for 1913, but the development of naval power must not be stereotyped. He referred to the provision regarding aviation, dwelling on the excellence of the hydroplanes, and affirmed that the time had arrived to provide long-range airships of the largest type. It was proposed to enlist the services of some great manufacturing firm for the construction of rigid airships. Meanwhile he trusted that there would be no silly panic. If war broke out tomorrow it would be foolish to suppose that airships could decisively influence the course of events.

Mr. Churchill announced that the Admiralty had arranged to lend to first-class British liners guns, ammunition and trained gunners to enable them to protect commerce against armed foreign merchant steamers in time of war. He deplored the delay in sanctioning the Marconi contract. We had lost through the delay an irreparable position. He described at length the re-organisation which had greatly added to the strength of the battle squadrons. The armoured cruiser squadrons had also been re-organised, that stationed in the Mediterranean having been greatly strengthened. In the 700 war vessels of all kinds which Britain could mobilise tomorrow, the service and training of every man would be at least twice as great as in any other navy in the world.

THE "COMMON IMPULSE."

There is no more valuable principle than Imperial federation and interdominion action. We cannot control these developments. Each Dominion is absolutely free to take its own course. The Admiralty will do its best to work closely with the responsible ministers of any government which may come into power in any part of the Empire. That is our duty; but it is also our duty, with our knowledge and experience of naval matters, to state clearly what we believe to be the right and sound plan for those important developments to follow, and to combine as far as possible what is best for each with what is best for all. Mr. Churchill then stated that he had

BY TELEGRAPH.

BY TELEGRAPH.

any reinforcement of the British fleet. Is there any great Power which during these anxious months of tension and danger has not been thankful that the influence of Britain in the European Concert is a reality and not a shadow; and that she has been free and strong to work for that general peace which is precious to all and precious most of all to us."

COLONIAL OFFERS.

Mr. P. Morrell, Liberal M.P. for Burnley, followed Mr. Churchill. He urged that any Colonial offer of co-operation should be submitted to the House for consideration and approval before being accepted by the Cabinet.

THIS YEAR.

The results so far as one can see them are that nine capital ships will be constructed on behalf of the Empire in the year 1913. That year is settled. There can be no going to buck. But take 1914. I have no reason to believe it is the desire of the German Government to postpone or cancel their programme for that year; but, if so, they have only to make it known. No one builds Dreadnoughts for fun, and I can see no reason for not arriving at a complete agreement for 1914 not only on behalf of the British Government but on behalf of the British Empire. The programmes of France, Russia, Austria and Italy must also be considered, but I see no inseparable difficulty in that. The influence of Great Britain and Germany acting together for peace would be priceless and measureless. I am convinced that the present dreary epoch must end sooner or later be terminated, and one of the most stupid and unnatural chapters in the whole history of European civilisation will be brought to a close.

THE "TWO KEELS" POLICY ADVOCATED.

Mr. Lee, M.P., speaking in the House of Commons on the Navy Estimates, argued that it was necessary to commence at least one additional ship this year. Even if this were done and the ship presented by New Zealand were counted, Great Britain would only just have in 1913 a margin of sixteen ships to ten compared with Germany's. Nothing less than two keels, including the Dominion ships, to every one of Germany's was really sufficient.

The debate was adjourned.

THE HOUSE OF COMMONS.

DISORDERLY SCENES.

LONDON, March 27. Attempts by the Opposition to bring about a snap division on the Appropriation Bill led to a heated scene. Ministerialists voted to continue the debate until the Government forces were mustered, but nevertheless the Government majority fell to 39. Afterwards Mr. William Moore, Conservative M.P. for North Armagh, described the conduct of Mr. C. F. G. Masterton as disgraceful. He refused to withdraw the statement and was suspended. This was followed by angry scenes. Sir Clement Markham characterised the Opposition as a "pothouse crowd," and instantly there was an uproar. Sir Clement refused to withdraw and he was ordered to leave the House, which he did.

DEATH OF A FAMOUS SONG WRITER.

LONDON, March 27. Mr. Clifton Bingham, the well-known writer of popular songs, lyrics, etc., is dead.

THE TERRIBLE TORNADO.

FLOODS SUBSIDING.

LONDON, March 27. Reuter's New York correspondent states that there are good prospects of the floods rapidly subsiding. The weather is clear and cold. Everything possible is being done to relieve the sufferers.

FIRES AT DAYTON.

A later telegram from Dayton states that snow is falling and fire is sweeping whole blocks of the business district—the flames reaching to a hundred feet in the air.

GREATEST DISASTER SINCE SAN FRANCISCO EARTHQUAKE.

A telegram from New York states that the six middle-west states have been struck with the greatest disaster since the San Francisco earthquake. The floods are increasing and sweeping especially Ohio and Indiana. So far, the destruction is incalculable.

Telegraph, telephone and railway

lines have been interrupted and most of the cities are isolated, but Dayton, Ohio, which is the centre of the Yellow River where it is four miles wide, is the chief sufferer.

The glare of the burning buildings

lit up the sky and illuminated the

rushing flood upon which were "as

counted dead," being swept away.

The whole business section was on fire.

Refugees from the floods were marooned

in their homes, and were leaping from

roof to roof to escape the flames.

It is reported that most of the

facilities rather than houses that

were destroyed.

It is estimated that 15,000 people

are imprisoned in the buildings.

There are many small towns in Europe

and America which are

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STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undesignated PORTS on or about the
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STEAMER	To SAIL	REMARKS
DEVANHA	Above	Freight and Passage.
LONDON, VIA CHINA POST	Capt. W. R. Hickey	10th Apr.
LONDON, VIA U.S. POST	Capt. G. W. Gordon, R.N.R.	March
LONDON & ANTWERP,	NANBIN	About
via SHANGHAI, PEGU, CHENG	Capt. OWEN JONES, R.N.R.	2nd Apr.
PORT SAN & MARSHES		Freight and Passage.
SHANGHAI, MOJI, KOREA & YOKOHAMA	Capt. H. POWELL	About
		Freight and Passage.

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E. A. HEWETT, Superintendent.

P. O. S. N. Co.'s Office.

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THE CANADIAN PACIFIC RAILWAY.
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SUBJECT TO ALTERATION.

FOR VANCOUVER.

FOR LIVERPOOL.

From Hongkong.
EMPEROR OF INDIA ... Sat., April 5. EMPIRE OF IRELAND ... Fri., May 3.
EMPEROR OF JAPAN ... Sat., April 26. ALLIAN LINE ... Fri., May 23.
EMPEROR OF RUSSIA ... Wed., May 21. EMPIRE OF BRITAIN ... Fri., June 13.

Steamships leave HONGKONG at 6 p.m.

FROM LIVERPOOL ARRIVE HONGKONG.
To St. John N.B. and Rail to
Vancouver.

EMPEROR OF BRITAIN ... Fri., Mar. 7. EMPEROR OF JAPAN ... Thurs., Apr. 10.
EMPEROR OF BRITAIN ... Fri., Apr. 4. MONTREAL ... SATURDAY, May 10.
ALLIAN LINE ... Fri., Apr. 26. EMPEROR OF INDIA ... Thurs., May 29.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic
fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express
Train and at Quebec with Atlantic Mail Steamer as shown above. The Empress
of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons,
speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York
(including Meals and Berth in Sleeping Car while crossing the American Continent by
Canadian Pacific Direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic
Line other than Canadian Ports from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Merchants,
Members of the Navy, Military, Diplomatic and Civil Services of China and Japan,
Governments. Full particulars on application to Agents.

Passenger are allowed "Stop Over" privileges at the various points of
descent on route.

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(named Intermediate) the accommodation and commissariat being excellent in
every way.

HONGKONG TO LONDON. Saloon on Intermediate Steamer "Montreal",
and 1st Class on Canadian and American Railways, 2nd Class on Atlantic,
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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
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TO ALTERATION

DESIGNATION	STEAMERS	SAILING DATES
MARSELLES, LONDON & ANTWERP, Via SINGAPORE, PENANG, COLOMBO, SUMATRA AND PORT SAID.	KITANO MARU, Capt. F. E. Cope, Tons 18000	WEDNESDAY, 9th April, at Daylight.
VICTORIA, H.O., & SEATTLE, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA, CHI & YOKOHAMA	IVO MARU, Capt. Hirase, Tons 15500	WEDNESDAY, 23rd April, at Daylight.
SIDNEY AND MELBOURNE, VIA MANILA, THRU DAY ISLAND, TOWNS, VILLE AND BRISBANE	YAWATA MARU, Capt. T. Seike, Tons 7000	TUESDAY, 8th April, at Noon.
GALCUTTA via SINGAPORE, PENANG, AT RANGOON	YOKOHAMA MARU, Capt. M. Winkler, Tons 13500	TUESDAY, 22nd April, at Noon.
COOMAY, via SINGAPORE, TOSA MARU, CAPT. T. Ror, Tons 12500	CEYLON MARU, CAPT. T. Sato, Tons 12000	SATURDAY, 5th April, at Noon.
NIKKO MARU, Capt. Yagi, Tons 9500	TOSA MARU, CAPT. T. Sato, Tons 12000	TUESDAY, 1st April, at Noon.
YOKOHAMA, KOREA AND NIKKO MARU, CAPT. Yagi, Tons 9500	TANGO MARU, CAPT. Kawa, Tons 13500	THURSDAY, 10th April, at 11 a.m.
YOKOHAMA	KAMAKURA MARU, CAPT. T. Ror, Tons 12500	MONDAY, 31st March.

Fitted with new system of wireless telegraphy.

Cargo only.

REDUCED RATES OF PASSAGE.

Hongkong to Pacific Coast Points 1st class..... 225

2nd class..... 217

Hongkong to London via New York 1st class..... 258

2nd class..... 240

via Montreal 1st class..... 255

2nd class..... 237

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via Montreal..... 2100

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T. KUSUMOTO, Manager,

Telephone Nos. 552 & 1241.

HONGKONG'S MUSICAL HISTORY

BY H. L. O. GARRATT.

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Also 11,000 tons, China, 10,000 tons, and Persia, 8,000 tons.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine Games, Amusements, Wireless, Submarine Signal Service and Big KAISER.

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SIGILLER ROTAN MAGAZINE
FRIDAY, MARCH 28, 1913.

THE CHINA MAIL.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Hongkong	Connecting Steamers from COLOMBO to MARSHALLS and London	Due MAY 10 (Brindisi 2 days earlier)	Due PENINSULAE (London 1 day later)
Steamer INDIA.....	noon, Saturday Mar. 29	Steamer TARANTO Steamer MUNICOLA.....	Saturday April 26	Friday May 9
ABSAYE.....	April 12	MAGDONIA.....	May 10	May 15
DEMANA.....	April 26	MALWA.....	May 24	May 30
CHINA.....	May 5	Sunday	June 7	June 15
DELLA.....	May 24	WOLTAAN.....	June 22	June 28
ABSAYE.....	June 7	MOREA.....	July 6	July 12
ARCADIA.....	June 21	MARYMORA.....	July 20	July 26
DEVANEA.....	July 5	MKDINA.....	Aug. 3	Aug. 9
CHINA.....	July 19	MOLDIVIA.....	Aug. 17	Aug. 23

Passenger change Steamer at COLOMBO, and those for BRINDISI transfer also
to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved
at Hongkong at the time of booking.

FARES TO LONDON.
1st SALOON £71.10 SINGLE £39.10 RETURN.
2nd £28.50 " 12.50 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE
(NON-TRANSPORT) STEAMERS
WILL LEAVE FOR

LONDON,
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMER	Leave HONGKONG	Due MARSHALLS	Due LONDON
WANKIN	about	about	about
WYANZA	April 2	May 4	May 14
WORE	April 16	May 18	May 28
NILE	April 30	June 3	June 13
PALAWAN	May 14	June 17	June 27
BORNEO	May 28	July 2	July 12
NUBLA	June 11	July 18	July 25
SUNDIA	June 22	July 30	August 6
	July 9	August 13	August 22

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at
MARSEILLES, as noted

FARES TO LONDON.
1st SALOON £85.00 SINGLE £83.10 RETURN.
2nd £38.10 " 27.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further particulars apply to

E. A. HEWETT,
Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

WEEKNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

WEEKNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FOR STEAMERS CAPTAIN To SAIL.
SHANGHAI, KOBE AND AMAZONE. Girard. 7th Apr., about 6 P.M.
YOKOHAMA.....

MARSEILLES, VIA PORTS... ATLANTIQUE. Lidin. 8th April, at 1 P.M.

TRANSHEMING OF THE Co's Steamers at COLOMBO FOR CALCUTTA, BOMBAY AND
AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10, 20 hours
away from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in
London.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
VIA STRAITS AND COLOMBO,
TO MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK,
FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.)
AND PORTLAND (O.R.)

TAKING CARGO at through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Geneva, and other Mediterranean
Seaports, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

Homeward.

For Shanghai, Kobe & Yokohama

S.S. BOYNE..... 2nd April.

S.S. LIBERTY..... 13th April.

S.S. ALESIA..... 27th April.

S.S. SEGOWIA..... 8th May.

S.S. BIRKENFELS..... 18th May.

S.S. MAONIA..... 22nd May.

S.S. FUERST BUELLOW..... 2nd June.

S.S. PREUSSEN..... 24th June.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S. S. CO.

SHIPPING

FOR BOSTON, NEW YORK, VIA PORTS
AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

8th. S.S. INVEROLYDE..... On or about 2nd April, 1913.

For Freight and further information apply to

SHEWAN, THOMES & CO.,
Agents.

Established January 26, 1913.

SHIPPING

SHIPPING

FOR BOSTON, NEW YORK, VIA PORTS
AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

8th. S.S. INVEROLYDE..... On or about 2nd April, 1913.

For Freight and further information apply to

SHEWAN, THOMES & CO.,
Agents.

Established January 26, 1913.

SHIPPING

THE BANK LINE, LTD.

(ANDREW WEIR & CO.)

TRANS PACIFIC SERVICE

STEAMERS WILL BE DESPATCHED AT REGULAR INTERVALS FROM

HONG KONG

TO

VICTORIA, VANCOUVER, B.C., SHUTTLE, and
TACOMA.

Carrying Cargo on through Bills of Lading to all Overland Common Ports.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

Kirk's Building, Prince's Central;

TELEPHONE No. 180.

SHIPPING

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Calmata, Adria, Sea, Port-Saint-

S. HOERBER, 9900 tons, will leave as above on 13th April, at 8 p.m.
Superior accommodation for 1st, and 2nd Class passengers, no extra, no tips, no Inside Cabin. Doctor,
Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £25, 3rd £12.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, Calmata, Adria, Sea, Port-Saint-

S. AUSTRALIA, 9900 tons, will leave as above about 7th April.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Sutler. Doctor, Stewardess, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Cl. £28, 2nd £14, 3rd £8.

RAILWAY FAIRS Triest-London

By Simplon Express

Via Veneto, Milan, Simplon, Lamone, Paris, Calais, or Boulogne, Class I £12.15, II £11.5.

By St. Gotthard Express

Via Veneto, Milan, St. Gotthard, Levente, Balaton, Calais, or Boulogne, Class I £12.15, II £11.5.

By Simplon Express

Via Vienna, Cologne, Brussels, Calais, Dover, Class I £12.15, II £11.5.

By Taurus Express

Via Munich, Cologne, Hook of Flanders, Class I £12.15, II £11.5.

TO SHANGHAI:

S.S. HOERBER, 9900 tons, will leave as above on 20th March, at 7 p.m.

FARES: Hongkong-Shanghai, 1st Cl. £28, 2nd £14, 3rd £8.

TO KOBE, VIA SHANGHAI, YOKOHAMA.

S.S. CHINA, 11,800 tons, will leave as above about 31st March.

Cargo taken on through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and
South America.

SANDER, WIELER & CO., Agents, Prince's Building.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

STEAMER JEANNE SIMONE

COMPAGNIE DES MESSAGERIES MARITIMES

CONSIGNERS of Cargo from GODWIN

an ex. Horned & Miles, from HAVAN

et al. Melville, from BOUDREAU

et al. VILLE de GENEVE, in connection

with above an order are hereby

informed that their Goods with the exception of Oilum, Treasures and Valuables, are being landed and stored at their risk into the Godown of the Hongkong and

Kowloon Wharf, 4th Floor, Godown, Kowloon, Extra, at Lewton, whence delivery may be obtained immediately after loading.

Optional cargo will be forwarded on understanding received from the Consignee, "Not to be delayed

more than 24 hours."

Bill of Lading will be countersigned by

the Consignee, Captain, or Manager.

Claims must be presented within 10 days of the steamer's arrival here after which date they cannot be recognized.

No claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th instant will be subject to a fine.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

SHEWAN, THOMES & CO., Agents.

Hongkong, March 24, 1913.

YOST

TYPEWRITERS

NEW MODEL No. 20

VISIBLE WRITING.

Standard Keyboard with Fractions up to 16ths suitable for

MERCHANTS,
ENGINEERS,
BROKERS,
BANKERS,
etc., etc.

BRIEF MODEL

FOR
LAWYERS,
ACCOUNTANTS,
etc., etc.

FRENCH MODEL

For Foreign Correspondence.

Special Monthly Instalments if desired.

MacEwen, Frickel & Co.,

Have been appointed SOLE AGENTS for the above for South China.

4, Des Vaux Road, Hongkong, Shameen, Canton.

STEAMERS PASSED SUEZ CANAL.

February 18, Urum, Kiang Si.
February 21, Thecas.
February 28, Japan.
March 4, Brunei, Almark, Louat.
March 7, Sunan.
March 11, Berberich.
Cantou, Kanagawa Maru, Longor, Iutou, Middleham Castle, Tydeus, Gol-

denst.
March 14, Liberia, Arabia, Amazon, Narung.
March 18, Oaxia, Sardinia, Tonga Maru.
March 25, Paton, Hindustan, Indrauadi, Amakou, Palauan, Nentor, Atura, Ville de la Cule, Benmor.

ARRIVALS FROM CHINA.

March 20, Canida.

STEAMERS EXPECTED.

Macau.
The N.D. L. a.s. Lieferer carrying the German Mail w/ dates from Berlin of the 5th March, left Colombo on Saturday, the 22nd March, and may be expected here on or about Thursday, the 28th April.
The C. P. R. Co.'s a.s. Montevideo left Yokohama on the 10th March, due to arrive at Vancouver, B.C., on the 30th March.
The P. M. S. S. Co.'s a.s. Kurra left San Francisco on Saturday, the 16th March.
The P. M. S. S. Co.'s a.s. China arrived at San Francisco on March 24th.
The P. M. S. S. Co.'s a.s. Siberia arrived at San Francisco on March 17th.
The C. P. R. Co.'s a.s. R.M.S. Empress of Japan left Vancouver, B.C., on March 25th, due to arrive at Hongkong on the 10th April.

Other Vessels.

The P. O. S. N. Co.'s a.s. Nihi is expected to arrive at Penang on the 24th March.
The P. O. S. N. Co.'s a.s. Pele is expected to arrive at Colombo on the 25th March.

The Bus Line a.s. Benson from Leith, Middleburgh, and London, left Singapore on the 22nd March, and may be expected here on or about the 29th March.

The Austrian Lloyd's a.s. China left Singapore for this port on the 23rd March, and will arrive here on the 29th March.

The Austrian Lloyd's a.s. Koerber left Singapore for this port on the 24th March, and will arrive here on the 29th March.

The H. A. L. a.s. Fidonia left Singapore on the 23rd March, a.m., and may be expected here on or about the 29th March.

The H. A. L. a.s. India left Singapore on Tuesday, the 23rd March, and may be expected here on or about Monday, the 31st March.

The H. A. L. a.s. Loftham sailed from the United Kingdom on the 16th February for the Far East via the straits.

The E. & A. a.s. Kestrel left Sydney for Geylort via Queensland ports, Port Darwin, Timor, and Manila, on 14th March, and may be expected here on or about April 1st.

The G. T. L. a.s. Glensheriff passed the Suez Canal on 11th March for Hongkong via Sunda, Sumatra, and Malaya. The J. G. S. a.s. Britannia is expected to arrive at Colombo on the 1st April.

THE CHINA MAIL.

ZEISS PRISM BINOCULARS.

AT HOME PRICES:

16 Power	£10.10.0	6. Power (Large Field)	£7.10.0
12 " (New Model)	10.10.0	6 " "	£6. 0.0
12 " "	9. 5.0	6. (Small Model)	£5.18.0
8 "	8.10.0	3 " "	£3. 8.0

TO BE OBTAINED AT

Chs. J. GAUPP & Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

To-day's Advertisements To-day's Advertisements

WANTED.

A SMALL GODOWN, in good condition, situated on water front.

Apply to P. O. Box 472, Hongkong, March 28, 1913.

WANTED.

A N ENGLISH ASSISTANT MISTRESS for the Diocesan Boys' School.

Apply to THE HEADMASTER, Hongkong, March 28, 1913.

TO BE SOLD BY PUBLIC AUCTION by Order and on account of the Pledgees (subject to a reserve price)

the 3rd April, 1913, at 3 p.m., at Gao, P. LAMMERT'S ROOMS, DODD STREET.—

ONE DIAMOND (roughly set in gold) Weighing 22 Carats.

Can be inspected at the Offices of the Under-signed Solicitors.

For further particulars apply to Messrs JOHNSON, STOKES & MASTER PRICE'S BUILDINGS, ICE HOUSE STREET, Solitaires for the Pledgees;

or to Mr GEO. P. LAMMERT, Auctioneer, Hongkong, March 19, 1913.

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr A. W. Barwin, (formerly Registrar General) to sell by Public Auction

on

FRIDAY, the 4th April, 1913, commencing at 2.30 p.m., at his Residence "ULUAN," May Road,—

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, comprising—

Upholstered Chesterfield Sofa and Easy Chair, Canton Blackwood Cabinet, Dark Side Tables, Flower Stands, Chairs and Seats, Brass Standard Lamp, Admiralty Carpet, Porcelain Plaques, Etchings, Pictures, Brain Fenders, Vases, Ornaments, etc.

Teak Sideboard, Dining Table and Chairs, Dinner, Wagon, and Writing Desk (by Lane, Crawford, & Co.), Occasional Tables, Glass and Crockery Ware, Ice Chest, etc.

Tenk Wardrobes, Marble-top Washstands and Toilet Tables (by Lane, Crawford & Co.), Double Iron Bedsteads, Bookcases, Toilet Crockery, etc., etc.

Pantry & Bathroom Requisites, Kitchen Utensils, Lawn Mower, Plants in Pots, etc., etc.

On View from 13th March, 1913.

Full Particulars from Catalogue.

TELEGRAMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer, Hongkong, March 28, 1913.

SECOND SALE.

PUBLIC AUCTION

OF ANTIQUE CHINESE PORCELAIN & CURIOS.

THE Undersigned has received instructions from "WAN SHENG" (who is giving up business), to sell by Public Auction

on SATURDAY, the 5th April 1913, commencing at 2.30 p.m., at his Sales Rooms, DODD STREET.—

THE WHOLE OF HIS VALUABLE STOCK OF ANTIQUE CHINA & CURIOS (from Ming to Tow Kung Dynasties), comprising—

5-Colour and Blue and White Vases, Plates, Bowls and Figures, Old Bronze Jades (ornaments), China, Glass, Amber and Crystal Snuff Boxes, Old Chinese Pictures, Toukin Inlaid Work, etc., etc.

On View from Friday, the 4th April.

Catalogues will be issued.

TELEGRAMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer, Hongkong, March 28, 1913.

INDO CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship Loitong having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or loading on board after 4 p.m., the 28th inst., will be landed at Comptonee and expenses.

No insurance will be effected.

Bills of Lading will be countersigned.

JARVILLE, MATTHEWS & CO., LTD., Geor. 5 Manager.

Hongkong, March 10, 1913.

The Postage will be charged on Friday, the 10th inst., at 4 p.m.

SHIPPING

ARRIVALS.

March 27.
Loitong, British str., 2,925, E. Tadd, Calcutta Mar. 11, and Singapore 21, General—JARDINE, MATTHEWS & CO., LTD.

Shimosa, British str., 4,221, H. S. Best, Shanghai Mar. 24, General—DOWDALL & CO., LTD.

Sundragon, British str., 987, E. Finlayson, Haiphong March 23, General—BURFIELD & SWINN.

Triumph, German str., 763, W. Langenhager, Quinhon Mar. 23, Eric.—JAMES & CO.

March 28.

Tenyo Maru, Japanese str., 7,268, E. Bent, San Francisco March 21, Honolulu 7, Yokohama 20, Kobe 11, Nagasaki 23, Mails and General.—TOYO KININ KAISHA.

Hainan, British str., 641, W. J. Evans, Swatow March 27, General—DOUGLAS STEAMSHIP CO., LTD.

Tsun, British str., 1,331, A. W. Outerbridge, Manila March 26, General—BUTTERFIELD & SWINN.

Komotomo Maru, Japanese str., 3,718, T. Mori, from Moji, General—N. Y. A.

Sokko Maru, Japanese str., 1,119, K. Tamizo, Aping, via Amoy and Swatow March 27, General—O. S. K.

India, British str., 4,198, G. W. Gordon, R.N.R., Shanghai March 26, Mails and General—P. & O. S. N. CO.

Winglong, British str., from Canton

March 29.

Tenyo Maru, Japanese str., 7,268, E. Bent, San Francisco March 21, Honolulu 7, Yokohama 20, Kobe 11, Nagasaki 23, Mails and General.—TOYO KININ KAISHA.

Pressure is inclined to give way along the S. coast of China, but stationary over the Philippines.

Variable winds are indicated along the E. coast of China and moderate monsoon over the N. China Sea.

Hongkong rainfall for the 24 hours ending 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow:—

I. Hongkong and Neighbourhood:

E. winds, moderate; fair.

II. Formosa Channel: N.E. winds, strong.

III. South coast of China between Hongkong and Lamock: The same as No 1.

IV. South coast of China between Hongkong and Hainan: The same as No 1.

WEATHER REPORT.

On the 28th at 11.00 a.m.—The depression which formed over S.W. Manchuria yesterday is now central to the north of Korea.

The area of high pressure is now central over the S. coast of Japan.

Pressure is inclined to give way along the S. coast of China, but stationary over the Philippines.

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HONGKONG TIDES.

The tide table given below has been compiled at the Head Office of the Hydrographic Department in London from the results of observations taken by means of an automatic tide-recording machine in the Victoria Police Station at Tsim Sha Tsui, during the years 1897-98.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 3 inches below mean sea level.

To obtain the depth of water on the gauge at the Victoria Naval Yard add 3 inches, and on the gauge at Latrobe Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

March 29th to April 4th, 1913.

Time Water

High Water

Low Water

Mean Water

Neap Water

Spring Water